

MASTERS GOLF TOURNAMENT

SPECIAL AIR TRAFFIC PROCEDURES

AUGUSTA, GEORGIA AREA
APRIL 3 - 10, 2006

SPECIFIC PROCEDURES CONTAINED WITHIN THIS NOTAM MAY BE REVISED OR UNAVAILABLE AT THE TIME OF THE EVENT. USERS ARE ENCOURAGED TO CHECK NOTAMS FREQUENTLY TO VERIFY THEY POSSESS THE MOST CURRENT REVISIONS. THIS NOTAM DOES NOT SUPERCEDE RESTRICTIONS PERTAINING TO THE USE OF AIRSPACE CONTAINED IN FDC NOTAMS.

In anticipation of a large number of aircraft operating in the Augusta, Georgia area during the Masters Golf Tournament, the following special air traffic procedures will be used to minimize air traffic delays and enhance safety:

SPECIAL TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration, Air Traffic Control System Command Center (ATCSCC) will utilize a Special Traffic Management Program (STMP) and slot reservations will be required for **all domestic non-scheduled IFR arrivals and departures** to/from the following airports:

AIRPORT	IDENTIFIER
Augusta Regional at Bush Field	AGS
Daniel Field	DNL
Aiken Municipal	AIK
Thomson-McDuffie County	HQU

Slot reservations will be required for **all domestic non-scheduled IFR ARRIVALS** during the following dates and times:

DATE	DAY	TIME (EDT)	TIME (UTC)
APRIL 3	MONDAY	0600 – 2300	1000 – 0300
APRIL 4	TUESDAY	0600 – 2300	1000 – 0300
APRIL 5	WEDNESDAY	0600 – 2300	1000 – 0300
APRIL 6	THURSDAY	0600 – 2300	1000 – 0300
APRIL 7	FRIDAY	0600 – 2300	1000 – 0300
APRIL 8	SATURDAY	0600 – 2300	1000 – 0300
APRIL 9	SUNDAY	0600 – 2300	1000 – 0300
APRIL 10	MONDAY	0600 – 2300	1000 – 0300

Arrival Slot reservations will be available beginning March 31, 2006 at 0500 EST (1000 UTC) and **will NOT be assigned more than 72 hours in advance.**

Note: Scheduled IFR arrivals are air carrier/air taxi operations listed in the Official Airline Guide (OAG) and are exempt from this program. All other IFR arrivals at the above listed airports must obtain a slot reservation.

Slot reservations will be required for **all domestic non-scheduled IFR DEPARTURES** during the following dates and times:

DATE	DAY	TIME (EDT)	TIME (UTC)
APRIL 7	FRIDAY	0600 – 2300	1000 – 0300
APRIL 9	SUNDAY	0600 – 2300	1000 – 0300
APRIL 10	MONDAY	0600 – 2300	1000 – 0300

Departure Slot reservations will be available beginning Tuesday, April 4, 2006 at 0600 EST (1000 UTC) and **will NOT be assigned more than 72 hours in advance.**

Note: Scheduled IFR departures are air carrier/air taxi operations listed in the Official Airline Guide (OAG) and are exempt from this program. All other IFR departures at the above listed airports must obtain a slot reservation.

HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (*e-STMP*) or touch-tone telephone interface.

- **e-STMP:** computer access is available to users with an Internet connection and Web Browser. The Internet address is www.fly.faa.gov. A user guide is available on the web site.
- **Touch-tone telephone:** dial (800) 875-9755 and follow the prompts.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. If you experience difficulty completing a slot reservation, you may contact the Air Traffic Control System Command Center (ATCSCC), Airport Reservation Office (ARO) at (703) 904-4452. **The ARO telephone number is for reservations only, not for information concerning the STMP.**

Flight plans should be filed AFTER receiving a slot reservation. The flight plan should be filed at least 4 hours, but not more than 22 hours, prior to the proposed time of departure.

Confirmation of reservations is REQUIRED and MUST be completed between 24 and 8 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 8 hours prior to the arrival reservation time it will be CANCELED and made available in the reservation system.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 8 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 8 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.

The confirmation number MUST be included in the remarks section of the flight plan.

Note: The acquisition of an arrival slot does not guarantee that parking will be available at the controlled airport. Users should plan alternates in the event parking becomes unavailable at your airport of intended landing. Current parking information may be obtained by contacting the appropriate local FBO.

PREFERRED IFR ARRIVAL ROUTINGS

Jet and turboprop aircraft filed into **AGS, DNL, HQU, or AIK** should file via one of the following preferred routes:

ATL AHN V417 MSTRS direct **AGS or HQU**
ATL AHN V325 BLANE IRQ direct **DNL or AIK**
SOT SUG GRD IRQ direct **AGS / DNL / HQU** (AOB FL230 only)
VXV SPA GRD IRQ direct **AGS / DNL / HQU**
CAE direct **AIK**
CAE STWRT2 **AGS**
CAE V325 BLANE IRQ direct **DNL or HQU**
SAV STUGE3 **AGS**
CHS STUGE3 **AGS**
PSK SPA GRD IRQ direct **AGS / DNL / HQU**

Piston and turboprop aircraft with filed TAS of 210 kts. or less filed into **AGS, DNL, HQU,** and **AIK** should file via one of the following preferred routes:

(AOA 150) AHN V417 MSTRS direct **AGS or HQU**
(AOB 140) HEFIN V18 MEGGN AHN V417 MSTRS direct **AGS or HQU** – expect to cross 40 DME west of ATL at 9,000 feet or CSG V20 AHN V417 MSTRS direct **AGS/HQU** or NELLO V417 AHN V417 MSTRS direct **AGS/HQU**.
(AOA 150) AHN V325 BLANE IRQ direct **DNL or AIK**
(AOB 140) HEFIN V18 MEGGN AHN V325 BLANE IRQ direct **DNL or AIK** – expect to cross 40 DME west of ATL at 9,000 feet or CSG V20 V325 BLANE IRQ direct **DNL/AIK** or NELLO V417 AHN V325 BLANE IRQ direct **DNL/AIK**
MCN MCN060 MCN060045 direct **AGS or AIK** (non-DME, expect radar vectors)
MCN V56 HARLE direct **DNL or HQU**
CAE CAE235 CAE235040 direct **AGS**
CAE V325 BLANE IRQ direct **DNL or HQU**
CAE direct **AIK**
GRD V185 IRQ direct **AGS / DNL / HQU**

SAV STUGE3 AGS
CHS STUGE3 AGS

VFR ARRIVALS

Due to the high volume of traffic in the Augusta area, VFR arrivals can expect lengthy delays outside Augusta Class D airspace during peak traffic periods. VFR advisory service within the Augusta terminal area will be on a workload-permitting basis. VFR arrivals should contact Augusta Approach Control on 126.8 (260-349 degrees) or 119.15 (350-259 degrees) at least 15 miles from Augusta Regional Airport for sequencing to AGS.

DEPARTURE PROCEDURES

In order to keep traffic and frequency congestion to a minimum:

DO NOT CALL GROUND CONTROL TO TAXI until you are the number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT TAXI until you have received taxi instructions and, if IFR, have received a clearance.

DO NOT CALL THE TOWER FOR DEPARTURE until you are in the number one position for the runway.

AGS, AUGUSTA REGIONAL AIRPORT....All departing aircraft contact clearance delivery on 118.2. Advise if IFR or VFR.

DNL, DANIEL FIELD....All departing aircraft contact ground control on 121.825. Advise if IFR or VFR.

Aircraft are expected to be ready to taxi no more than 15 minutes prior to their departure slot time and no later than 15 minutes after their departure slot time. Aircraft not ready for taxi within 15 minutes of their departure slot time may be required to obtain a revised departure slot time from the CVRS.

PREFERRED IFR DEPARTURE ROUTINGS

AGS and AIK Departures:

Turbojets filed AOA 11,000 feet can expect one of the following routes:

IRQ199R KNINE IRQ199050 as cleared

IRQ222R HIT as cleared

IRQ032R CHATT as cleared

IRQ084R SAMMI as cleared

IRQ154R SARDY as cleared

Non-turbojets filed AOA 11,000 feet can expect one of the following routes:

IRQ199R KNINE IRQ199050 as cleared

IRQ032R CHATT as cleared

IRQ084R SAMMI as cleared

Non-turbojets filed AOB 10,000 feet can expect one of the following routes:

IRQ199R KNINE IRQ199050 as cleared

IRQ222R HIT as cleared

IRQ360R GRD as cleared

IRQ084R SAMMI as cleared

DNL and HQU Departures:

Aircraft filed AOA 11,000 feet can expect one of the following routes:

IRQ235R MISTY HADOC as cleared

IRQ032R CHATT as cleared

IRQ084R SAMMI as cleared

Aircraft filed AOB 10,000 feet can expect one of the following routes:

IRQ235R MISTY HADOC as cleared

IRQ247R ANNAN as cleared

IRQ360R GRD as cleared

IRQ084R SAMMI as cleared

VFR DEPARTURES / IFR PICKUP

Due to the high volume of traffic, VFR departures should not expect to obtain an IFR clearance within 100 miles of AGS.

IFR OVERFLIGHTS

IFR overflights below 16,000 feet MSL can expect a routing to avoid the Augusta area.

VFR ARRIVALS AND DEPARTURES TO/FROM DNL:

Due to the heavy congestion at DNL and due to the close proximity of the Augusta Regional Airport, VFR arrivals and departures operating to/from DNL are advised to operate between the IRQ250R and the IRQ010R:

AIR TRAFFIC CONTROL TOWER INFORMATION

Masters Golf Tournament 2006 Special Air Traffic Procedures

The FAA Air Traffic Control Tower at **Augusta Regional (AGS)** will be operational during the following time periods:

DATE	TIME
April 3 – 8	1000 – 0300 UTC
April 9	1000 – 0400 UTC
April 10 (Rain date)	1000 – 0300 UTC

The FAA will operate a temporary Air Traffic Control Tower at **Daniel Field (DNL)** during the following time periods:

DATE	TIME
April 5 – 8	1000 – 0000 UTC
April 9	1000 – 0130 UTC

FREQUENCIES	
DNL ATCT –(Radio Call “DANIEL TOWER”)	124.85 MHz
DNL Ground Control	121.825 MHz
Macon AFSS	122.3 MHz
DNL ASOS Weather	135.275 MHz

AUGUSTA REGIONAL AIRPORT at BUSH FIELD (AGS) FBO Information

Uncontrolled Ramp (Parking) Areas: All ramp (parking) areas are non-movement areas and are not controlled by Air Traffic Control (ATC). Pilots operating in these areas do so at their own risk. When operating in non-movement areas, be alert for taxiing aircraft, aircraft with engines running, and vehicle and pedestrian traffic. Due to the anticipated large volume of traffic, all excessive engine running is prohibited.

FBO Check-in. All pilots are requested to check-in with the FBO customer service representatives on arrival. FBO needs to know local contact information, service requirements, and estimated departure information to aid in managing the ramp space and to provide timely service. Fuel orders are only taken at the customer service counter.

Towing Aircraft. To make most efficient use of our limited ramp space, our linemen frequently need to “tighten up” the aircraft parked on the ramp. Therefore, pilots are requested to leave their aircraft in a towable configuration in case we need to reposition your aircraft. Please let the FBO CSR know if cannot leave the aircraft in a towable condition, if you would like to be contacted before moving your aircraft, or if you have any special concerns about towing the aircraft. For your convenience, we have chocks available.

Overflow Parking: Due to the large amount of traffic associated with the Masters Tournament, the Airport has designated several overflow parking areas north and east of the Main Ramp. The airport anticipates using the overflow parking areas *only when absolutely required* due to

traffic/parking saturation. When directed to one of these parking areas, please follow your signalman's instructions. Ground transportation will be provided between overflow parking areas and the FBO. Since active taxiways and runways are between the overflow parking areas and the FBO, please remain within the immediate area of your aircraft until transportation arrives. Pedestrians are prohibited from entering or crossing active taxiways and runways on foot. Contact the FBO on 122.95 for transportation.

Taxiway A: Taxiway A is the primary north/south taxiway leading to Runway 17. Taxiway A will be closed during Masters and it will be used for overflow parking. Please check NOTAMs for current taxiway status. When closed and being utilized as parking area, Taxiway A is a non-movement area.

Taxiway C: Taxiway C is an active north/south taxiway that separates the East Ramp (steel planking) area from the Main Ramp. Aircraft must obtain ATC approval to enter or cross Taxiway C. Pedestrians are prohibited from entering or crossing Taxiway C on foot. Please do not allow your crew or passengers to cross an active taxiway. Contact the FBO on 122.95 or a lineman for transportation.

Engine Start-up and Taxi: Pilots are required to delay engine start-up until you have your clearance and just immediately before taxi. Do not expect taxi instructions until within 15 minutes of assigned departure time. All excessive engine running is prohibited. Pilots are requested to monitor ATIS on 132.75 before engine start.

Customs: US Customs service is not available. Pilots should make arrangements to clear Customs at another location.

Vehicular Traffic: No ground vehicles are allowed on ramps except those belong to the Airport or to Airport tenants and operated by airport trained personnel.

Departure Procedures: Check FBO flight planning room for the latest information on arrival and departure procedures.

Landing Fees: All commercial operators will be imposed a landing fee based on aircraft weight and size. Advise the FBO if you are not operating as a commercial operator.

Helicopter Traffic: Helicopter traffic will not use the normal designated helicopter parking area east of the FBO. Helicopter pilots should follow the Marshall's instructions and anticipate parking south of the Main Ramp.

Restricted Operations: All cargo flights, training flights, practice approaches and touch and go operations are prohibited April 3 - 10, 2006.

COLUMBIA METROPOLITAN AIRPORT (CAE)

Due to the volume associated with the event in the vicinity of AGS, arrivals to CAE transitioning from the west can expect a speed reduction 60 miles west of CAE.

MACON AUTOMATED FLIGHT SERVICE STATION

Pilot briefing and flight planning services are available by telephoning Macon AFSS at: 1-800-WX-BRIEF (1-800-992-7433).

****Remember to close your flight plan****